

## NEVADA.

**Over the Mountains—The Railroad—The Wagon Road—Donner Lake—Virginia.**

Correspondence of the N. Y. Tribune.

UNIONVILLE, HUMBOLDT CO., NEVADA, July 24, 1865.

Though a pioneer Californian, this is my first trip over the Sierra Nevada. Whatever might have been, and were, the hardships of the early overland emigrant in their passage over the snowy mountains, it is only a pleasure-trip now, even for ladies. You leave San Francisco at 4 p.m. in the Crayola or Yosemita, and at midnight are lying quietly at the Sacramento District adjacents Echo, on the south; and when finishing your night's sleep in peace and in comfort, you go ashore at 6 a.m., take a hasty breakfast, and are off for the mountains on the cars of the Central Pacific Railroad. In two hours, including stoppages at half a dozen or more way stations, you are at Clipper Gap, the present terminus, 40 miles from Sacramento, and 1,800 feet up the western slope of the mountains, and at midnight, usually, you are at Virginia. A better road, thus far, than the CENTRAL PACIFIC is not built in the United States. The structure is solid, evenly leveled, and scarcely any vibration of the cars is felt. You can read your paper with as much ease, while going at the rate of 30 miles an hour, as if seated in your easy chair in your own sanctum; if, indeed, you are able to withdraw your gaze from the wild scenery through which you whirl away into the fastnesses of the Golden Hills. On the very site of the railroad, where it passes through Auburn, the county town of Placer County, I dug for gold 16 years ago. Then not a house existed, and but a few tents of brush, in which the miners burrowed after the day's work was done, the gold "panned out" and put away in the bottle or buckskin bag. What a change! Who then dreamed that the Steam Horse would be snorting through those solitudes in the lifetime of those who were driving for the skinning of Clipper Gap—where an impromptu town is being rapidly built to meet the demands of trade and travel, till the terminus takes a further stride to Ilipotown, a few months later, and 12 miles up—we enter six-horse Concord coaches, and start off at a gallop over a broad, smooth, evenly-graded road, known as the "Dutch Flat and Donner Lake Wagon Road." Does the reader think a trip over the famous Sierra Nevada, 7,000 feet high at the "Pass," where we cross the summit, is a hideous, uphill business? If so, he is seriously mistaken. All the way up, we thunder along the sides of steep gorges, around points where the solid rock walls rise hundreds of feet above your head, while below—well, it looks fearful, but there is no danger, though you can hardly see into the depths—at the average rate of ten miles an hour. It is a marvelous enterprise, the construction of such a wagon road. To look at the hills piled on hills before you, and the fearful embankments beneath, it seems impossible that a road could be built, over which a six-horse coach should travel at a speed seldom attained on the best turnpikes of the Atlantic States, and quite as safely too. To be sure, cases of overturn down the precipices have occurred, and life and limb have been endangered—lost or broken—but always from carelessness.

Leaving Dutch Flat, 68 miles from Sacramento, we enter the dense forest of tall pines, intermingled with pines and cedars. It is magnificently somber, yet beautiful, and to the timid suggestive of grizzly bears; but we saw nothing more terrible than the nimble lizard. Everywhere along the road are substantial—sometimes handsome—dwellings, picturesquely situated, with clear, cold, mountain streams to quench the thirst, and all the luxuries of civilization at the command of the traveler. Approaching the summit, the higher ranges on either hand and in the far distance are glistening with fields of snow, of which we made sensible by the increasing coolness of the clear, exhilarating atmosphere of that elevated region. We pass through drifts of snow in the gorges, almost beneath our wheels, lying along the road, while clouds of dust whirl higher and thicker from the horses' feet—not a foot from dust to snow-walls.

Now we are at the summit. Its approach was so gradual as scarcely to be perceptible. But, seated on the top of the couch behind the presiding John, a magnificent view opens down the canon to Donner Lake, over which a six-horse coach should travel at a speed seldom attained on the best turnpikes of the Atlantic States, and quite as safely too. To be sure, cases of overturn down the precipices have occurred, and life and limb have been endangered—lost or broken—but always from carelessness.

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There is a very general expression of regret among all classes of people that the schools are to lose his ability and care. Among the blacks this regret is a real sorrow, and they are preparing to hold meetings to express their gratitude for his devotion to their interests, and their hope of his speedy restoration to official duties that may relate to them.

A large number of the teachers have prepared a neat address to be presented to the Major with some simple testimonial indicating their appreciation of his devotion to the cause and courtesy and kindness to themselves.

The following is the order of Major Gen. Canby in the case:

HIGH COURT OF THE GULF, NEW-ORLEANS, LA., July 11, 1865.

SPECIAL CHAMBERS NO. 103.—[EXTRACT.]—2. The schools now under the control of the Board of Education of Freedmen, Department of the Gulf, are hereby transferred to the Bureau of Refugees, Freedmen and Abandoned Lands.

All books and papers connected therewith will be immediately transferred to Mr. T. W. Conant, Assistant Commissioner of Freedmen, &c.

An emigrant and emigrant men, now on day in their service with the Board of Education, will continue in their present duties, in accordance with General Orders No. 107, current series, from these headquarters, and report to Mr. Conant for instructions.

Order by Major Gen. E. R. S. CANBY.

J. SCHUYLER CROSBY.

Brevet-Lient. Col. A. D. C., Acting Asst. Adj't. Gen.

OFFICIAL: NATHANIEL BURRANK, First Lient. Acting Asst. Adj't. Gen.

Since the removal of Major Plumly and the appointment of Capt. Pease, the following card has been published by the late Chairman of the Board of Education. It is but right to remark here that Mr. Conway, the Assistant Commissioner of Freedmen, &c., who has investigated the change has been made, disclaiming any intention to reflect on the services of Major Plumly, but claims that the change was made in consequence of an order received from Gen. Howard at Washington to appoint and retain none but military men, and Major Plumly is not one of that class, as he resigned his position in the Autumn to take charge of the colored people's interests in this State two years ago.

THE PEOPLE OF COLOR: The schools under the Board of Education for Freedmen, Department of the Gulf, are now under the control of the Board of Education of Freedmen, Department of the Gulf, and the same is reached in a distance of 164 miles from Sacramento; while the eastern slope is accomplished in less than a dozen miles of the same grade. The Great Basin being over 5,000 feet above sea level, the eastern descent, in more than 100 miles to the sink of the Humboldt, is but about 2,000 feet, most of which is made when the road strikes the Truckee River, twelve miles from the summit. During the two years necessary to carry the road over the Sierras, a thousand miles might and should be built over the natural grades of the Great Salt Lake Basin, and east of the Rocky Mountains. Cars should and may be run from New-York to San Francisco in the Fall of the year 1870, if only a reasonable degree of energy is manifested by the companies whom Congress has magnificently dowered in aid of the grand enterprise.

The route from Virginia to this principal town of the Humboldt mining region is by the Overland stages to Saltwater, 75 miles, and a connecting tri-weekly line through an unbroken sagebrush and alkali desert of 75 miles further. In this last part of the route, not a dwelling is to be seen—the stations of the stage company, at intervals of 15 miles, purchased of crooked cedar sticks brought from the distant mountain range. Nor is there any place for refreshment, except at one of the stations, where the steamer is "cool and all hands" and the rations salt-pork, tough mutton, salted beans—the only unbedeviled dish, though swarming in rather too much pork-fat—and black coffee without suspicion of milk. As for water, it was of the alkaline variety, not much esteemed by an sophisticated passenger.

Starting from Saltwater 1 a.m., we reach Unionville at 6 p.m., bounded into jelly, white with deer fat and with a slight excess in the stomach, which, after ablation in the clear, soft water of the mountain, we hastened to fill. From Virginia to Saltwater, I had for one of my fellow passengers ex-Gov. William H. Ross of Pennsylvania, on his way to examine the famous gold-mines of Humboldt—which expect a full and true account after I shall have seen and examined them.

I find, on my arrival in Nevada, glowing accounts of new discoveries of rich gold and silver ledge, in various places. This is the method sometimes taken to attract the current of population and trade to certain

localities. It is the harvest time of stage companies when one of these periodic movements is at its height. In every season, there are a number of these, driven by which hundreds and thousands of credulous miners and others are led into unprofitable enterprises.

One of these for Miles, in regard to which the most extravagant tales are said as to the enormous quantities and richness of the quartz, is in Sacramento District, on the western foot-hills of the Humboldt Mountain, and but 20 miles by the roundabout road from Urierville.

The accounts of this discovery which I have received from eye witness, and what I have previously known of the extent and value of the ledges on that side of the mountain, give me great faith in what is told me. The Sacramento District adjoins Echo, on the south, and the new discovery is about six miles from the "Victor Series," which have assayed several hundred dollars per ton on the outcrop. Three miles of claims have already been located, and Unionville is nearly depopulated in the rush for the new locality. I shall visit these mines next week, and then tell you what truth has been told of them, and what exaggeration.

Very little practical work is being done in developing and working the mines heretofore in the Humboldt Region; but there is an earnest intention now manifested to give unmistakable evidences of their quality before the close of the present season.

J. W.

## FROM NEW-ORLEANS.

**The Colored Schools—The School-Tax.**

From Our Special Correspondent.

NEW-ORLEANS, July 26, 1865.

I paid yesterday a brief visit to some of the colored schools established in this Department by Major Gen. N. P. Banks, under the celebrated Order No. 38, creating a Board of Education for the Department of the Gulf.

In one of these schools I found 600 colored children under one principal and several assistants. The very lucid and able report of the Board, published a short time since, had prepared me for a creditable exhibition of advancement and good conduct among the pupils. But the condition of the schools in these respects exceeds the statements of the Board in their report. The general order and cleanliness, the absence of rude conduct or rough language, the interest in their studies, and the rapid progress of the pupils are very surprising. Nothing could more clearly prove the adaptability of the black race to learning nor the wisdom of the plan of instruction adopted by General Banks, and carried out by Major B. Rush Plumly, Chairman of the Board, with an old-time Abolition energy and devotion, than the condition and extent of these schools at the present moment.

Starting from nothing less than one year and a half ago, in the face of Rebels and Copperheads, against prejudice, ignorance and violence, they have grown to be an "Institution" with 120 schools, 320 teachers, 15,000 children in day schools and 5,000 adults in night and Sunday schools, in all 20,000 persons under instruction. I cannot do better than quote from Major Plumly's Report at this point. He says: "Nor are the advantages limited to these, for each of them in turn becomes an instructor of some poor and eager friend or relative whose age or occupation prevents attendance upon schools. Thus, to him comes, 'we have the touching and striking spectacle of a whole people suddenly liberated from a long bondage by war, not making to know or crime, but crowding reverently to the feet of freedom in the diligent and laborious pursuit of knowledge.'

The progress of the pupils is divided by the teachers who have taught in both white and colored schools to be fully equal if not superior, to those of our own race. It is a matter of regret and of serious detriment to the colored educational interest that, upon the transfer of these schools to the Assistant Commissioner, Major B. Rush Plumly, Chairman of the Board, and carried out by Major B. Rush Plumly, Chairman of the Board, with an old-time Abolition energy and devotion, than the condition and extent of these schools at the present moment.

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